

In re Patent Application of:  
**ROWE ET AL.**  
Serial No. 10/725,755  
Filing Date: December 2, 2003

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REMARKS

Claims 1-18 remain in this application. Claims 19-25 have been cancelled. Claims 1, 5 and 10 have been amended.

Applicants thank the Examiner for the detailed study of the application and prior art. At the outset, Applicants have submitted in a separate Letter to the Official Draftsman attached with this Amendment two replacement sheets of drawings for FIGS. 1 and 2 with proposed changes noted in red. Once approval is obtained, Applicants will submit new sheets of formal drawings.

Claim 5 has been corrected to recite the locking plate with proper antecedent basis to claim 4 and change the word locking plate to --said locking plate--.

Applicants also note the rejection of claims 1-10 as anticipated by U.S. Patent No. 4,751,412 to Lowther et al. (hereinafter "Lowther").

Applicants have amended independent claims 1 and 10 to place the case in condition for allowance and overcome the Lowther rejection.

Applicants note that Lowther was discussed on page 3 of the instant application. Lowther discloses a "baffle" system using a "train" of cam locked air gap baffles and a method of installing the baffles within a stator of large gas-cooled turbine generators, using segmented baffles spaced by insulated tubes. As noted in the Background section of the instant application, each baffle in Lowther included a lower, tapered wedge and upper transverse member. This "train" included a very long tube or other support having a number of rotatable cams that were positioned on the tube to engage and

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expand the wedge against the stator slot and lock the baffle in place. The entire baffle train for a stator must be inserted or removed when only one baffle is inserted or replaced. This is clearly shown in Lowther in FIG. 4 in which the square tool 43 is rotated to turn all the different segments as also taught in column 5 starting at line 54:

"Once a complete baffle train 39 is assembled, it may be inserted as a unit within its respective slot 15. Thereafter, a square tool 43 having a knob 45 is inserted through the cams 31 of each segment 32, the tool 43 is turned thereby rotating the cams 31 together, expanding their wedges 41 to lock the baffle train 33 within the slot 15."

The present claimed invention is a substantial improvement because baffle "trains" are no longer required. Individual locking cams cooperate with respective baffle segments and are unconnected to other locking cams of the baffle segments in respective segmented baffle rings such that only one cam has to be locked without requiring the long baffle train. Thus, in the present claimed invention, individual air gap baffle assemblies can be removed. Because an individual locking cam cooperates with the respective baffle segment and is unconnected to other locking cams of the baffle segments in the respective segmented baffle ring, the one locking cam can be locked to lock the baffle segment relative to a stator slot at which the baffle segment is positioned without locking the other locking cams of baffle segments in the respective segmented baffle ring. This lowers the cost for installing air gap baffle assemblies while

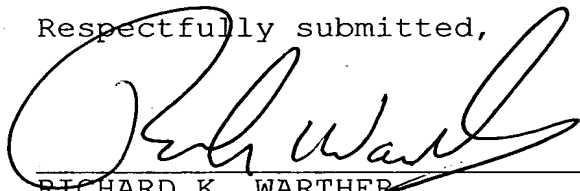
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permitting a better air gap baffle seal such that segmented rings of air gap baffles can be inspected and measured during initial installation, versus checking the gaps only on the segmented rings at the ends. It also permits a more simple air gap baffle assembly designed with fewer parts without requiring the baffle train. There is also a shorter lead-time to manufacture the air gap baffle assembly components. Also, repair problems with broken air gap baffle components is decreased and on-site repair of air gap baffle assemblies is simplified because only replacement segments of the baffle assembly are required, as compared to sending 30-foot long air gap baffle trains off-site in trays.

Applicants contend that the present case is in condition for allowance and respectfully requests that the Examiner issue a Notice of Allowance and Issue Fee Due. If the Examiner has any questions or suggestions for placing this case in condition for allowance, the undersigned attorney would appreciate a telephone call.

Respectfully submitted,



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**CERTIFICATE OF MAILING**

I hereby certify that this correspondence is being deposited with the United States Postal Service as first class mail in an envelope addressed to: **MAIL STOP AMENDMENT, COMMISSIONER FOR PATENTS, P.O. BOX 1450, ALEXANDRIA, VA 22313-1450**, on this 5<sup>th</sup> day of April, 2005.

Julia Lalan